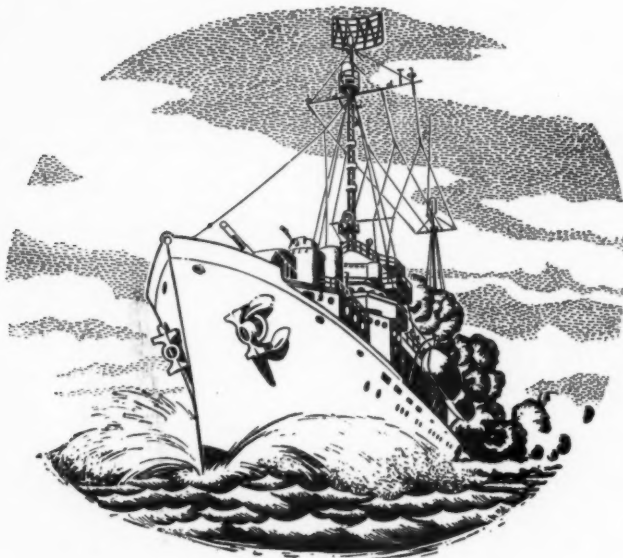


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Washington, D. C.—January 1951

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King & Son Corporation Awarded Contract for New Chapel at Academy

James King & Son, Inc., of New York City, has been awarded the overall contract for the construction of the Coast Guard Memorial Chapel at New London, Conn. The bid was announced as \$468,700.

The construction will be financed by a building fund raised through private contribution. The fund raising opened 7 November 1948 and was concluded late in 1949. Originally \$450,000 was sought, in addition to contributions for specific memorials, but this target was raised owing to a general price advance in materials.

Plans and specifications for the new building, to be located on the grounds of the Coast Guard Academy near the present officers' quarters, were drawn up by Douglas W. Orr, of New Haven, a former president of the American Institute of Architects.

There was no immediate announcement when construction will begin. The weather, of course, will be a factor, and much of the work must be let to subcontractors. The availability of materials during the national emergency could be a prime consideration.

The new chapel, to be open to members of all faiths, will be built mostly of brick and follow the Colonial style of other Academy buildings. It will be approximately 126 feet long and 55 feet wide, with a seating capacity of about 450. The building will be of one-story design with a partial basement. The steeple will rise

more than 100 feet, and near its top a lantern from a lighthouse will be installed. The choir is to be seated in the forward section. A number of memorial plaques will be installed in the entrance foyer.

Captain Fulford Chosen To Head USCG Auxiliary

Capt. Nathaniel S. Fulford, 49, veteran of both World Wars and a native of Washington, N. C., has been assigned as chief of the Auxiliary Division at Headquarters.

The Reserve and Auxiliary Division formerly was headed by Capt. Chester Anderson. When these activities were separated, Capt. J. L. Steinmetz was named Reserve chief, and the Auxiliary was directed temporarily by Lt. Comdr. Anthony J. Callendo, who becomes Capt. Fulford's assistant.

For the past 3 years, Capt. Fulford has represented the Ninth District Commander at Chicago, and he is succeeded by Capt. William P. Hawley.

The new Auxiliary chief served in the Navy during World War I, and was commissioned in the Coast Guard in 1924. He received the Legion of Merit for service aboard the U. S. S. *Leonard Wood* in 1942 in the Pacific, and the Bronze Star for merit while executive officer of an attack transport in the Gilbert and Marshall invasions.

Other personnel changes included the transfer of Rear Adm. Louis W. Perkins, Second District Commander, to command of the Fourteenth District. He succeeds Capt. J. E. Whitbeck.

3 Reserve Commission Categories Open to Men Without Prior Service

Coast Guard Headquarters announced that applications are desired from men without prior Coast Guard service, but deemed especially qualified to serve as Reserve officers, for Reserve commissions in one of 3 groups.

These groups include full-time active duty, a 30-day tour of active training duty followed by assignment to a Port Security Organized Reserve Training Unit, or the Volunteer Reserve.

Applications will be accepted from the following individuals: Graduates of the Merchant Marine Academy; graduates of any state maritime academy, licensed officers of the Merchant Marine, graduates of an accredited college with certain credits in mathematics and physics, and graduates of an accredited college who hold a certificate of completion of a course in safety engineering, law enforcement, fire fighting or fire prevention.

A candidate must be not less than 21 years old, and not have reached his 26th birthday at the time of application. He must be a native-born citizen or a naturalized citizen for a period of 10 years in continuous residence. If he had prior military services, he must have been separated or released under honorable circumstances.

In addition, the candidate is required to be physically qualified, to sign a loyalty certificate and to establish mental, moral, and professional fitness to perform line or engineering duties as required of an officer.

Applicants should contact the Director of Reserve of the District in which they reside. Persons who are commissioned or warrant officers of any reserve component are not eligible to apply.

A Redondo Beach, Calif., newspaper announced that James N. White had resigned an association presidency and a council vice presidency in order to devote more time to Auxiliary Flotilla 31, of which he is commander.

Cdr. James Hinnant of Rockaway Lost at Sea

Commander James R. Hinnant, 41, commanding officer of the U. S. Coast Guard Cutter *Rockaway*, was lost at sea on the night of 6 December while attempting to free a propeller which had been fouled by a target towline. The *Rockaway* was on Ocean Station How, approximately midway between Cape Hatteras and Bermuda, at the time.

A widespread and intensive search for the body was unsuccessful. Search operations included the use of aircraft and flares.

Commander Hinnant was a native of St. George, S. C. He attended Columbia, S. C., high school and DeWitt High School, Washington, D. C., and then was appointed to the Coast Guard Academy, from which he was graduated in 1931.

He served aboard the *Modoc*, *Icarus*, and *Ingham* before transferring to Headquarters in 1940. In 1942 he was named chief of the Military Morale Division. Two years later he was made commanding officer of the *Spencer*, flagship of Rear Adm. W. N. Fechtler, U. S. Navy, which took part in amphibious landings at Nasugbu, Palawan, Cebu, and Central Mindanao. He returned to the United States in August 1946 to serve in the Seventh District. He assumed command of the *Rockaway* in April 1949.

Mrs. Hinnant and two children reside at Hempstead, L. I.

Get Air Force Planes

The first of 4 JATO-equipped Douglas C-54 Air Force planes was tested recently at the Oakland (Calif.) Airport before delivery to the Coast Guard.

All are being overhauled and modified for Coast Guard search and rescue work at a cost of approximately \$140,000. The initial test saw the plane airborne after a run of only 1,000 feet.

The ex-U. S. Coast Guard cutter *Haida*, claimed as "Seattle's Own," was towed to a Puget Sound yard in November for scrapping.



NEWEST LIGHTSHIP PROCEEDS FROM YARD TO GOLDEN GATE

Lightship No. 612, the *San Francisco*, launched last August at Curtis Bay, Md., is shown at Long Beach, Calif., en route to her station off the Golden Gate. The first lightship to pass through the Panama Canal west-bound, she replaces "Old Dependable", a veteran of 46 years. On her 5,400-mile trip she carried a crew of 28 headed by Lt. George C. Fleming. She is 128 feet in length, has a 30-foot beam, a 10-foot draft and carries a 13,000-candlepower lantern visible 14 miles. She carries 12,000 gallons of water and 47,000 gallons of Diesel fuel, boasts 4 engines with a 530 rated continuous horsepower at 275 shaft revolutions per minute.

Information Reservists Form New York Group

The first public information group of the Coast Guard Reserve was formed in December in New York City.

Commander Blair Walliser was named commanding officer of the unit. He is a radio director of several network programs.

Lt. Sanford Smith, of a New York advertising agency, was appointed executive officer. Lt. Comdr. John Arwine, a writer of technical publications, was chosen administrative officer. The remainder of the membership includes leaders in all

phases of civilian public relations, such as editors, television consultants and campaign specialists.

It was agreed the new group would take an immediate refresher course in Coast Guard subjects, particularly organization, responsibilities of the various operational divisions and Regulations. Later the members intend to take an active part in Service public information projects.

Claims amounting to nearly \$24,000,000 have been filed as a result of the collision-sinking of the Navy hospital ship *Benevolence*. A Government claim for \$18,000,000, covering the ship's loss, was included.



NEARLY 100 CALIFORNIA RECRUITS BOARD TRAIN FOR CAPE MAY

Here are a few of 93 recruits, the largest contingent to leave Los Angeles for recruit training since World War II, all set to board the train for Cape May, N. J. They were escorted by Chief Boatswain's Mate Milton C. Orchard, Eleventh District, who proudly displays seven gold hashmarks. Later, recruits from the west coast were being assigned to the Alameda Training Station.

Viewers of Coast Guard Films Number Millions

A goodly portion of United States citizens, particularly in the juvenile category, were treated to some phase of Coast Guard activity during 1950 through public exhibition of motion pictures.

During the first 10 months of the calendar year Headquarters alone recorded an official attendance of 2,340,021 at 4,309 showing of 22 different Service films. Of this number, 985,170 spectators were adults. These figures are exclusive of film reports from District offices.

Most popular film was "Coast Guard Academy," used largely in recruiting, which was shown 755 times and drew an attendance of 688,852. Next came the "Active Peacetime Service," exhibited 719

times, followed by "Task Force" with 614. The second largest total attendance, 296,015, saw "Along Our Shores."

Donald Finney, 22, Ft. Wayne, Ind., turned in a perfect score on the Armed Forces Qualification Test at Chicago, thereby establishing a local record at least. Finney attended DePauw University, later served in Germany as an Army civilian clerk. He signed for 3 years in the Coast Guard and was sent to Groton for training.

An unreasonable refusal to submit to necessary and proper medical or dental treatment to render one fit for duty, or to a necessary and proper operation not endangering life, may be made a subject of disciplinary action.

Coast Guard Detail and Pilots Are Acclaimed For Flood Rescue of 74

A Coast Guard detail of 15 men and Coast Guard pilots, all stationed at San Francisco, received widespread editorial commendation from West Coast newspapers for saving no less than 74 persons when floods menaced San Joaquin Valley and marooned dozens on tiny islands.

Their efforts, extending over an area of 100 square miles, was described as a "daring coordinated air-ground rescue operation." Equipment used included twin-engine observation planes, a helicopter, a DUKW and a communications truck.

The lion's share of the credit was given to Lt. Comdr. Gordon MacLane, who reportedly left a sick bed to pilot a helicopter that saved a total of 36 persons, including a 3-year-old child.

Newspaper accounts said Lt. Comdr. MacLane was "weary, red-eyed and his voice down to a whisper after almost constant radio communication." He and Aviation Mechanic Gerdo W. Pewton were in the air from 6:30 a. m. until 8 p. m., making pick-ups where ground equipment could not go. Two planes were "spotting" for him.

Lt. Comdr. MacLane was reported as saying, "My toughest job was after sundown, when we had to fly under high tension wires 40 feet off the ground to rescue nine persons trapped by the roughest waters I've seen in a long time. They were in a tavern on the bank of the King's River, near Minkler, and had been stranded since the previous night.

"We were able to land on an elevated highway a few hundred yards away," he continued. "We got them across the road two at a time, using a rope to pull them in. Taking off was even tougher. The wind was whistling through the trees. That air was turbulent. They were happy to get out."

Chief Boatswain's Mate George A. Lowery and a crew of 2 were credited with the rescue of 38 marooned persons with their DUKW. At one farm house, about ready to float away, they took

aboard 9 children and their parents. "Seeing those faces peering out the window when we got close," Lowery said, "made the job easier." A Coast Guard breeches buoy crew from Fort Point also was in action throughout the area.

The San Joaquin rescues marked the third time in less than a month that Lt. Comdr. MacLane had brought the Coast Guard into the headlines.

He and Lt. (jg) James T. Maher were piloting a PBM5G when they picked up an Army fighter pilot who had bailed out in a fog off Point Reyes.

Within a week he teamed with Lt. (jg) Martin W. Flesh in a JRF to perform one of the fastest rescues on record. In this case an Army fighter pilot from Hamilton Field reported he was bailing out at 5,000 feet. Almost simultaneously a motorist saw the chute opening 6 miles off the coast west of Lake Merced and telephoned the Coast Guard.

In less than 10 minutes the Army pilot, "just a little wet," was reported to have been dragged aboard the plane while a helicopter and PBM5G were "flying cover" overhead. This pilot was able to walk to sick bay and receive treatment for a lacerated finger.

A 52-year-old grandmother of San Francisco, member of the Military Sea Transportation Service (Pacific) and a stewardess aboard a cargo ship, was the first employee to qualify for a Coast Guard lifeboat certificate. On the day she qualified, two songs she had written were accepted for recording.

In a recent severe storm the Coast Guard in New York pressed every available vessel into service to meet assistance calls. Two tugs, for example, removed 1,000 persons from North Brothers Island as the East River arose. Communications trucks and DUKW's were given a workout.

Four young Irishmen who had no difficulty sailing their 36-foot sailboat across the Atlantic lost a sail while tacking back and forth at the entrance to New York Harbor. After a night of it, they were towed in by the Coast Guard.

Headquarters Cautions Training of Volunteer Reserve Not Be Ignored

Despite the fact that current emphasis is upon the organization and training of Organized Reserve port security units, members of the Volunteer Reserve must not be neglected in training. Headquarters has warned all Districts.

A large percentage of the potential Reserve officer strength of the Coast Guard is still represented by these composite and specialized groups, Headquarters pointed out, and they must receive all possible guidance and encouragement in remaining interested and active. Training material for the Volunteer Reserve will be issued soon.

During the interim period, Volunteer units are encouraged to conduct drills and lectures in fundamental subjects, particularly inasmuch as Coast Guard organization and regulations have been materially changed since 1946. All reserve officers are urged to be familiar with the Headquarters Organization Plan, and to have a knowledge of the division of responsibility and the duties of the various offices.

The Organization Manual, Coast Guard Regulations and Regulations for the Coast Guard Reserve, it was suggested, "can be effectively used for an excellent series of lectures, particularly when all the changes are given appropriate emphasis." The "Naval Officers' Guide" (Ageton) contains a wealth of information for refresher lectures.

Although the number of drills scheduled by the Volunteer units is a matter of arrangement between the unit commanding officer and the district commander, Headquarters considers drills twice a month, or 24 drills a year, are frequent enough. Not only does this limitation afford more time for effective lecture preparation, but officers are directed to the value of earning additional points through correspondence courses.

A number of Volunteer reservists will be selected to attend various special service schools for 2 weeks' active duty training. All Districts will send some

officers, ranging from 8 to 33 in number, on a pay and allowance basis. Applications from those willing to attend without pay and allowances will be favorably considered.

Some provision will have to be made, Headquarters stated, in many of the Volunteer units to meet the needs of enlisted personnel who desire to earn retirement point credit, or to receive instructions. In small groups, the enlisted men and officers may train together, but in larger groups will be separated.

An intensive review and study of the new Blue Jackets Manual for 1950 is recommended for initial training of enlisted men, who then are urged to select a speciality and prepare themselves for advancement. Navy enlisted correspondence courses are available in specialties. In some units enlisted Reservists may find it more effective to train with Naval personnel at Naval Reserve training centers.

It has been recommended to district commanders that a very limited number of Reservists, both officers and enlisted men, receive pay for not more than 12 drills a year in order to handle the administrative and training work-load of the new program. This number may vary from 1 to 3 persons, depending upon the average attendance at drills.

It was ring-around-the-rosy in Monterey, Calif., harbor when the governor on the engine of an albacore fishing boat broke down. The operator managed to get it out of the harbor and then went round and round until "caught" by the Coast Guard.

The premiere of "Semper Paratus," written by Capt. F. S. Van Boskerck, was held at the old Fox Theater, Washington, D. C., in 1928 before a detachment from the *Apache*.

The Coast Guard silver lifesaving medal has been awarded Ensign Charles W. Larkin, Jr., First District, of Glastonbury, Conn., for going overboard from the *Bibb* in December at Boston to save a drowning seaman. Larkin braved icy waters to secure a line about the man.



CREW OF "EASTWIND", BREAKER OF ICE AND RECORDS, COMMENDED

With the New York City skyline as a backdrop, the ice breaker *Eastwind*, commanded by Capt. O. A. Peterson, was being readied to push within 445 nautical miles of the North Pole when this photograph was taken. On a supply mission, the *Eastwind*, reached the most northernmost point in the Western Hemisphere ever attained by a ship under her own power. The Canadian Government recently commended the *Eastwind* crew for rendering a military burial to RCAF crew members killed in a crash and repairing the plane of a second group which also crashed while investigating the first accident.

Petty Officer Is Named For Work During "Allyn"

James L. Glass, ETC(Z), officer-in-charge of the Cocos Island Loran station when typhoon "Allyn" struck in November 1949 and completely destroyed the installation, has been officially commended for outstanding performance.

The station was kept in operation until actually destroyed, after which Glass led the crew to safety. They were taken to Guam in native boats, after which Glass walked over rough terrain for more than 20 miles, on one occasion swimming a river, to report the station was out.

On the Beam

On two consecutive evenings the tower lookout of the Ft. Pierce, Fla., Lifeboat Station saved vessels who missed the inlet there and were headed for the beach. In each instance he fired flares and turned a searchlight on the jetties to warn of danger.

In computing the "total naval service" of reservists called to active duty voluntarily or involuntarily, the Navy has ruled that active duty in the Coast Guard or Coast Guard Reserve may be counted. Former service in any other branch may not be counted.



GREEK SEAMAN, SAVED BY COAST GUARD, THANKS RESCUERS

Epaminondas Kamitsis, of Chios, Greece (second from right) spent his first day out of the hospital at the Third District Office to show his appreciation for services rendered. Stricken on a freighter 700 miles east of New York, Kamitsis was near death when taken aboard the *Casco*. Later he was removed to a PBM5G at sea and rushed to Brooklyn, where a helicopter picked him up and brought him to the front door of the Marine Hospital on Staten Island. Explaining how the rescue effort was coordinated are Commander R. R. Johnson (left), Commander Carl Stober who commanded the *Casco*, and Lt. (jg) A. N. Garden (right).

Sand Dredger Captain Stays With Sinking Ship

When a sand dredger loaded with sand and coal sank suddenly in Lake Erie near the Lorain Lighthouse, 20 crewmen escaped for a predawn rescue by the Coast Guard—but the 46-year-old captain elected to go down with his ship.

The forepeak of the vessel reportedly began taking water so fast that the pumps were useless, and she soon rolled over and started down. The captain was last seen grasping the wheel in the pilot house, the lights in which still burned. His body was found there later.

So impressed were they about a story of 2 men negotiating a canoe trip from Saginaw, Mich., to Aklavik that a teenage youth and his younger brother of Saginaw tried to do likewise. They spent a frigid night in a small rowboat on the Saginaw River, and 17 hours after "departure" were rescued by Coast Guard Auxiliaries.

The Ketchikan, Alaska, press commended local citizens for offering to make rooms and apartments available to Coast Guard personnel. In addition new housing for approximately 600 people is in various stages of construction.

Late CG Boatswain Said To Have Been First Breeder of Fur Seals

If the memory of H. D. Brownley, CPC (Ret.), of Fresno, Calif., serves him right, a Coast Guard boatswain was awarded a diploma by the President of the United States for being the first person to raise fur seals in captivity.

The boatswain, identified as Judson Thurber, now deceased, reportedly was named a "Professor of Sealology" by the late President Taft for solving a problem which was costing the Government many thousands of dollars in research. This title is believed to be the only one of its kind.

According to Brownley, a shipmate at one time of Thurber, the latter brought a pair of seals to this country. After his success, Brownley says, Thurber "was sent across country with them by special train, and was wine and dined in Washington." Furthermore, "the Government had a \$50,000 prize, which the boatswain did not get because he was in a military service, but he was placed on actual expenses for some months * * * to celebrate this he spent \$300 for hard stuff treating all hands on the train."

Thurber also is said to have accompanied Capt. E. P. Bertholf on the celebrated dash at the end of the last century to Point Barrow, Alaska, to rescue trapped fishermen. For this feat he received a medal.

Mr. Brownley entered the Revenue Cutter Service in 1907, after a "hitch" with the Navy in the Far East. He joined the *Mohawk* at Staten Island just as this vessel was having a wireless installed by the "Telefunken people." At the same time, he said, the *Gresham* in Boston was receiving a similar installation by the "Marconi people." The *Mohawk*, he believes, was the first to respond to a distress call, and that was early in 1908 off the Rhode Island coast. This disaster marked the loss of the *Ruby*, but her passengers and crew were saved. At this time, he pointed out, the Service had 131 officers and 900 men. The *Mohawk* went down during World

War I after being rammed by a freighter near Ambrose Light.

"During my early years of service," said Brownley, "I served with and came in contact with many officers and men of the wooden ships and iron men days. Some of them were really great men and feared nothing. It was the foundation they laid, and the reputation they had built up, that made the Service appealing to the Congress and the people.

"I have witnessed daring rescues by ships I have been on, besides the personal ones of men jumping overboard to save others with ice all about. But medals in those times were rarely given regardless of the circumstances, and cases would hang fire 4 to 5 years before final action. Times have changed, and much for the better."

Man Is Commended for Aid Given 5 Years Ago

It was a little late in coming, but Vito DeCarolis, MM2, now possesses an official letter of commendation for heroism in saving the life of a shipyard worker during a \$3,000,000 dock fire in August 1945. The award was made in December 1950.

The letter acknowledged the delay, and explained papers in the case were filed inadvertently before action was completed.

DeCarolis, the letter stated, showed courage and initiative under extremely hazardous conditions while a member of a fire-fighting crew at Portland, Oreg. During the height of the disastrous blaze, he saw a stream of water from a fireboat hose knock an unidentified worker into the water. When DeCarolis saw the man could not swim, he jumped in fully clothed and made a prompt rescue.

The transfer of Capt. Walter R. Richards from New York to Boston as chief of staff of the First Coast Guard District also meant the transfer of 10,000 seedling orchids. As a hobby Captain Richards has been "working at" orchid growing for more than 2 years, and expects to spend another 4 years on the project in off-duty time before any monetary return is realized.



NAVY FIGHTER PILOT WHO DITCHED TRANSFERRED AT SEA

A Coast Guard patrol craft from Kahului, Maui, Hawaii, comes alongside a Coast Guard auxiliary sampan to transfer a Navy fighter pilot to the larger vessel. The pilot, Ensign G. H. Palmer, of Baker, Oreg., had been picked up by the sampan from his life raft about 12 miles off the Molokai coast. He "ditched" because of power failure.

319 Accidents Clocked During First Half of '50

In the first six months of 1950 the Coast Guard recorded 319 accidents which brought death to 12, permanent impairment to 3, and disabling injuries to 133 more who lost an average of 22 days each.

Damage to Federal property was fixed at \$439,414, and non-Federal property sustained a damage loss of \$4,175.

In the motor vehicle accident column, evaluated on the basis of miles driven, outstanding records were turned in by the Coast Guard Yard and Cape May Receiving Station. These two were scoreless. Headquarters and smaller units were a strong third and the Fifth Dis-

trict placed fourth. The worst record was 6.8 accidents per 100,000 miles.

Motor vehicle accidents, however, showed a decrease of 29 from the first half of 1949, and there was a decline in the seriousness of those which did occur.

The cause analysis of reported accidents indicated that efforts should be directed toward the reduction of certain types in particular. Six injuries involved woodworking machinery because no guards or pusher sticks were provided. Four were hurt through the use of chisels with mushroom heads. Nine others were hurt lifting from awkward positions or lifting objects too heavy to handle. Hydrogen gas given off by batteries and insufficient ventilation combined to cause explosions.

Former Advisor to Head Of Korean Navy Comes On Active Duty Again

Commander Clarence M. Speight, who in a retired status served as advisor to the chief of the Republic of Korea (ROK) Navy until the North Koreans invaded Seoul, has returned to active duty and is assigned to the Fifth District Office, Norfolk.

A native of Suffolk, Va., who entered the Coast Guard Academy in 1930, Commander Speight was injured in 1942 during an engineroom explosion. He remained on active duty, but was retired for physical disability in 1946.

After 3 years with an insurance firm in North Carolina, Commander Speight accepted the assignment in Korea.

He was in China aboard a naval vessel being readied for commissioning by the Korean Republic when the North Korean attack began. Mrs. Speight and their two children were forced to leave Seoul in a matter of minutes. The commander returned in time to arrange passage to Japan for his family aboard a freighter loaded with fertilizer. More than 650 refugees crowded accommodations originally built for 12 passengers, and the Speights were forced to stay on deck for the 3-day trip from Inchon despite cold rains and high winds.

Commander Speight returned to Seoul from Inchon. He was preparing to depart again when the huge bridge over the Han was blown up while packed with fleeing refugees. He got across on a boat, walked most of the 19 miles to Suwan and later made his way to Pusan.

New Liberty Pass

An Armed Forces liberty pass, to be used by all branches to cover absences not classified as leave, was adopted by the Coast Guard on 1 January. It will not modify existing instructions concerning the use of identification cards or leave papers.

The pass (DD Form 345) was issued by the Coast Guard in white, cherry, green, yellow, and blue.

President Authorizes Service Reserve Medal

Announcement has been made that the President has established the Armed Forces Reserve Medal, with "accompanying appurtenances and devices," for award to members and former members of the Reserve components of the United States Armed Forces.

To become eligible for the award, the member or former member must have completed a total of 10 years of honorable service in one or more of the Reserve components, including annual active duty and inactive duty training as required by appropriate regulations. It is provided, however, that the 10 years' service must be performed within a period of 12 consecutive years, and that such time shall not include service for which the Naval Reserve or Marine Corps Reserve Medals have been awarded.

The obverse side of the medal, it is reported, shall be the same design in all cases. The reverse face shall be "distinctive in design with each Reserve component." The medal awarded will carry the distinctive design of the component in which the member now serves, or last served.

The Coast Guard design, which was being made up in December, will be finally approved by the Secretary of the Treasury.

The procedure under which Coast Guard reservists make application for the medal will be announced in the near future. Inasmuch as this Reserve was not organized until February 1941, only a relatively few members will be eligible immediately under the 10-year requirement.

Coast Guard airmen of the San Diego station flew 205 air-sea rescue missions, covering an area equivalent to more than a half-million square miles, in the first 10 months of 1950. Crews remained aloft 828 hours and flew 99,466 miles, the longest flight being a round-trip of 1,800 miles. Thirty-four persons were transferred for medical treatment, and 32 others were removed from disabled vessels.

Shifts in Ocean Station Assignments Announced

Changes in the Pacific and a new sharing of assignments in the Atlantic mark the most recent development in ocean station operation.

In the Pacific, Station Oboe, formerly approximately midway between Stations Peter and Nan in a line paralleling the West Coast, has been dropped.

On the general line between San Francisco and Honolulu, Station Nan has been shifted slightly to the northeast (33N-135W) and now shares this route with new Station Uncle (28N-145W). Station Peter manning has been turned over to Canada.

In addition, the Coast Guard now operates Station Sugar approximately midway between Japan and the Aleutians. Japan continues the operation of Station X-Ray nearer Japan. The Navy has established Station Victor between Honolulu and Tokyo.

In the Atlantic, the one-third sharing on Station Baker with Canada has been dropped, and this assignment is being filled by the Coast Guard. At the same time the Coast Guard has instituted a like sharing on Station Able with the Netherlands. Norway continues Station Mike. The Netherlands also share the operation of Stations Item and Jig with Great Britain, as well as Station King with France. Stations Charlie, Dog, Easy, and How are unchanged.

Ocean station vessels supply meteorological information to their respective national weather services and act as limited navigational aids to aircraft, including scheduled medium frequency radiobeacon transmissions. When practicable, they also furnish search-and-rescue services to surface ships and guard 500 kc. continuously for distress, urgency, and safety communications. In addition, United States ocean station vessels guard 8280 kc. (CW) and 5165 kc. and 121.5 mc. (voice) all continuously for the same purpose. The vessel on Station Nan has a medical officer aboard and is prepared to give medical assistance.

Vessel operators have been warned to avoid homing on the beacon transmissions of these ships on station. Vessels on station, it was pointed out, normally are under way, not drifting, and such a practice creates a grave danger of collision.

Personnel Memo 17-50 Gives Recall Procedure

Procedure to be followed by the Service in the recall of retired and Reserve officers, commissioned and warrant, and a listing of official communications bearing on recall, are contained in Personnel Memorandum No. 17-50.

Retired personnel may be recalled by Headquarters to fill specific billets. District commanders may recall Reservists under Headquarters instructions. Reserve officers are being considered as available for assignment within the Coast Guard, not necessarily within their home district nor always within their specialties or previous training.

Matters pertinent to recall are contained in the following:

Physical examinations—Articles 1402, through 1406, and 1508, Reserve Regulations.

Proper indorsements on orders—Articles 1505 through 1508 (RR).

Uniform gratuity allowances—Article 240, Pay and Supply Instructions.

Travel of dependents and movement of household effects—Articles 456 (10), 467 (7), of Pay and Supply Instructions, and Personnel Circular No. 29-48.

Travel time—Reserve Memo No. 11-50.

Required affidavits—Article 7205 (RR).

Loyalty checks—Personnel Circular No. 7-50.

Travel time and active duty time—ALNAV 91-50 and ALDIST 94-50.

When the ferry *Chessman* wandered more than 5 miles off its course at the mouth of the Columbia River in a dense fog, the Coast Guard spent 3 hours tracking it down. Nineteen passengers en route from Megler, Wash., to Astoria, Oreg., were rescued.

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